

NDOT VIEWS

Quarterly News of the Nevada Department of Transportation

Viewing the Future Spanning the Colorado In Concrete and Steel



The Director's Corner

Tom Stephens, P.E., Director



In the next few years there will be great progress on major highway projects that have been in the development stages for years. Undoubtedly the most watched project from a national level will be the construction of the bypass of Hoover Dam, culminating in the construction of a landmark bridge in full view of the hundreds of thousands of visitors who visit the dam each year (see story on Page 8). The first phase of this project, construction of the Arizona approach, had 13 bidders on Dec. 17 with the low bid significantly under the engineers' cost estimate.

The widening of US 95 in northwest Las Vegas will accelerate. The reconstruction of the Rainbow/Summerlin/US 95 interchange will start this summer and the mainline widening between the Spaghetti Bowl and Valley View Boulevard scheduled by the end of the year. The other major Southern Nevada project to start construction this year is the completion of the Southern Beltway between Stephanie Street and I-515. This will include the complex freeway to freeway interchange of I-215 and I-515.

In the north, bridge construction will begin on the long-awaited completion of I-580 between Reno and Carson City and on Phase 1B of the Carson Freeway. Also scheduled is the widening of US 395 north of McCarran Boulevard to Stead in Washoe County.

Outside the urban areas, construction will continue this year on the first phase of the widening of US 50A between Fallon and Fernley and on the first phase of the widening of US 95 between Boulder City and Searchlight. NDOT will continue with its outstanding preservation programs.

The reauthorization of the six-year federal highway act is due this year but may extend into 2004. NDOT works closely with the local RTC's on Nevada's position on reauthorization. As the nation's fastest growing state, we have many needs, especially for congestion relief in the Las Vegas area.

One of the prime concerns during the next six years is the construction of freeway-to-freeway interchanges for the Las Vegas Beltway at the Airport Connector, at US 95 in northwest Las Vegas, at Summerlin Parkway and at I 15 in North Las Vegas. We also need to finish widening I-15 between Primm and Las Vegas in the northbound direction. Mainline widenings are needed from the Spaghetti Bowl north to the Speedway and east to Henderson. US 95 between Craig Road and the Beltway will need widening after the current US 95 widening project is complete. Work will continue on I-580 completion, and the Carson Freeway.

The great challenge at NDOT is to maintain a balance in the state highway program. A balance between urban and rural. A balance between maintenance and congestion relief. A balance between state and local. We do this through frequent consultation with our partners. For rural counties, NDOT staff conducts regional workshops and senior NDOT officials make presentations annually to every rural county commission in the state. In the four areas with Metropolitan Transportation Organizations, we are in continuous contact with the Regional Transportation Commission staffs. NDOT officials make frequent presentations to the RTC boards, which must approve all highway projects. We are proud of our good working relationships and the results they have produced.

On The Cover: NDOT Director Tom Stephens points out a feature on the model of the Hoover Bridge to FHWA Administrator Mary Peters, Nevada Gov. Kenny Guinn, ADOT Director Victor Mendez and former Arizona Gov. Jane Dee Hull at the groundbreaking ceremonies on Oct. 21. The structure is scheduled for completion in 2007.

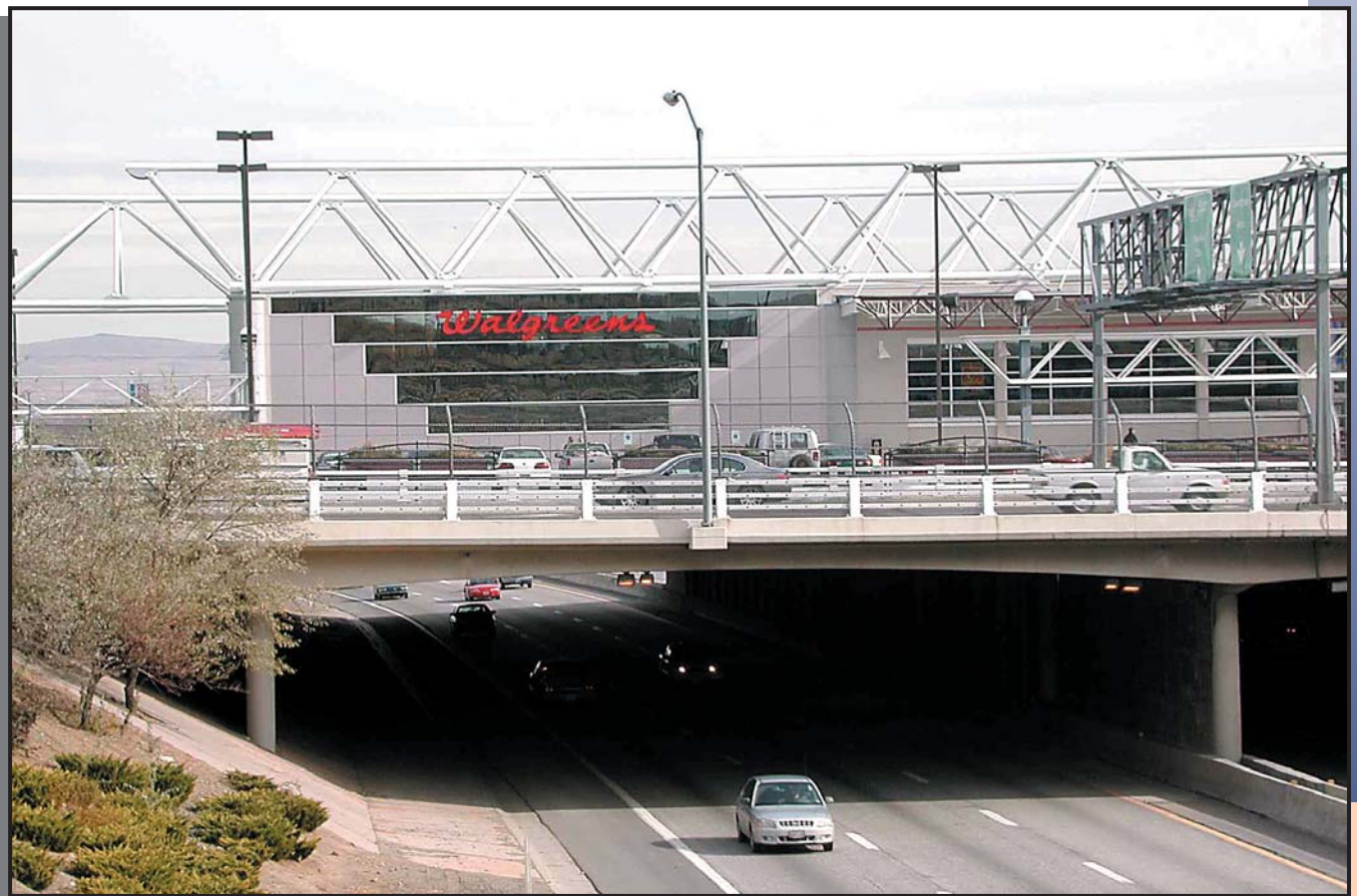
Unusual Drugstore Operates Over Freeway

Perhaps everything, even some of the merchandise, is unusual at Walgreens on North Virginia Street in Reno. The store is perched on a building pad above busy I 80 with its six lanes carrying more than 100,000 vehicles each day. NDOT owns the “land” and collects \$2,583

in structural civil engineering for the project.

His design features triangular trusses above the building linked to columns to ease the load on what is essentially a bridge structure.

The trusses are lit up at night and create an interesting display for those on the surface streets in Reno and those passing underneath on the



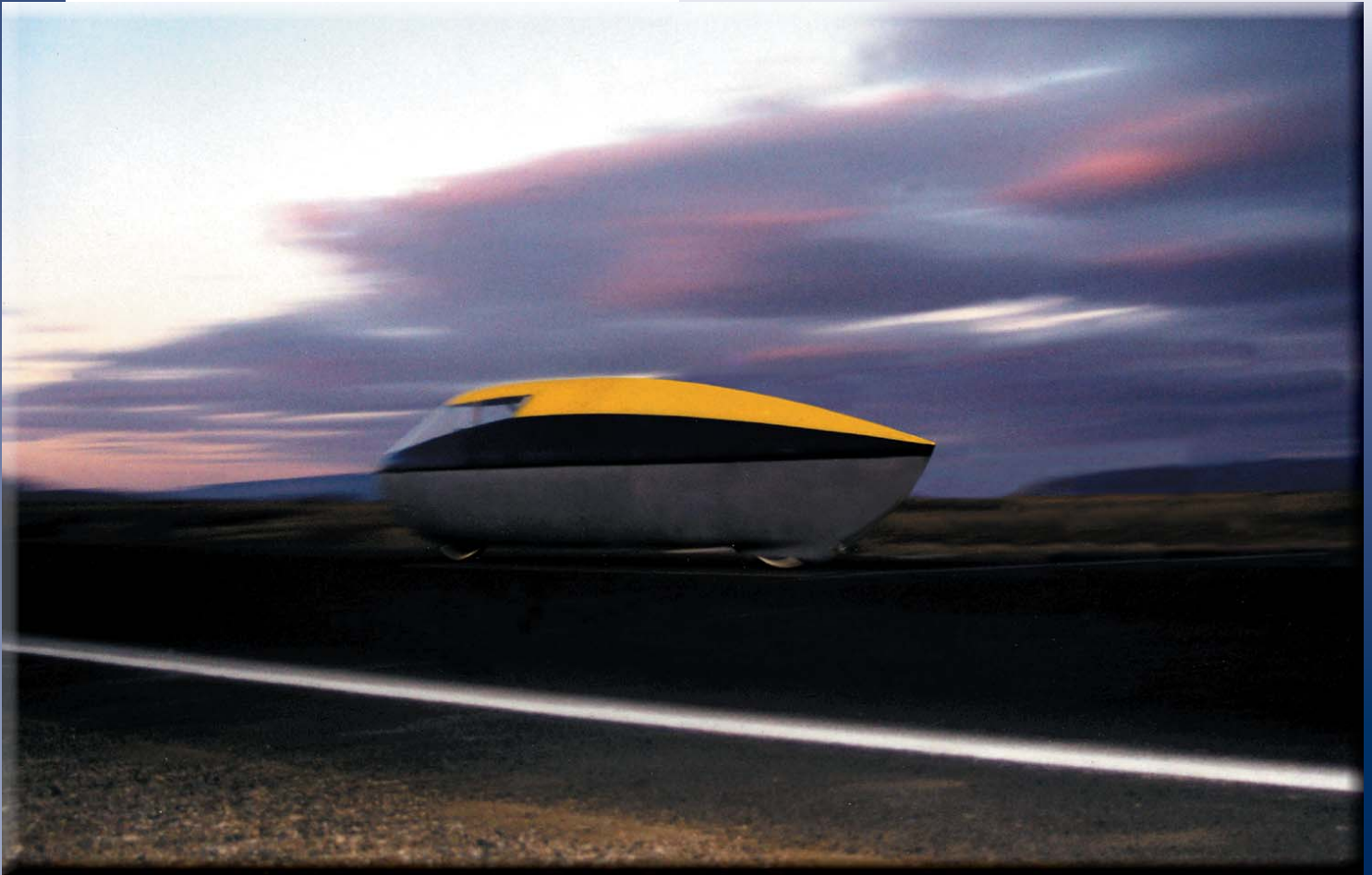
per month as part of a 65-year lease agreement.

Not only is the location unusual, so is the architecture. Designer George Ghusn was charged with including design elements from nearby University of Nevada, Reno and challenged by having to build on a metal pad. Ghusn, of Blakely Johnson & Ghusn Engineering and Architecture, won an American Society of Civil Engineers award for outstanding achievement

freeway. The Naisbitt Company built the structure.

The 15,403-square-foot store opened in July, featuring a sleek design of metal work and pathways in concrete and brick. Upgraded landscaping and planters decorate the 50,000-square-foot parking area. Store management said the new Walgreens stocks much of the regular drug store items, but it also carries UNR merchandise such as clothing and souvenirs.

It's Tabletop Flat, Straight as an Arrow, And Runs to the Horizon



BEARACUDA—The University of California, Berkeley, entry “Bearacuda” has set a number of collegiate and world records. “Bearacuda” set the current gold standard for tandems with a 68.05 mph showing at Battle Mountain with riders Andy Jaques-Maynes and Lance Doherty.

Nevada has an Unknown (but World Class) Bicycle Speedway



Nevada road is the promised land for cyclists who set speed records during the first week of October at the 2002 World Human Powered Speed Challenge outside of Battle Mountain.

State Route 305 is an unlikely gathering place for world class athletes like Jan Van Eijden of Germany, the world champion cycling sprinter in 2000, and top five finisher in two events at the Olympics in Australia. Also competing was Ellen Van Vugt of Holland, who holds the women’s world’s record of 86.3 kilometers traveled in one

Continued on next page

hour on an oval track.

At stake was a prize marking one of the last frontiers of speed cycling: a \$23,800 award for the “decimach,” one-tenth the speed of sound, calculated at 82 mph at Battle Mountain’s elevation of 4,505 feet.

To get an idea of the “streamliners” taking aim at the record, forget any reference to the bike in your garage. For the most part, these cycles are recumbents, with the vehicle’s pilot reclining and the pedals and gears way out in front. Riders (sometimes called “motors”) are wedged into Fiberglass or other composite shells that are only as wide as their shoulders. To keep the streamliner as aerodynamic and low as possible, a few designs eliminate windshields. Riders steer by looking at a TV monitor about the size of a recipe card. Handlebars are just that: wide enough for two hands, with compact controls for gears and brakes. Riders are sealed into the aerodynamic shapes with tape.

The challenge is to put a bike together that is strong and aerodynamic. World-class speeds are achieved through art as much as science, and the constant refinement of

design by George Georgiev and his Varna cycles produces the world records. Georgiev pursued the title of building the world’s fastest bike for 20

Human Powered Vehicle Contestants Push the Limits of Man and Machine



COMMENCE LAUNCH—Neil Carson assists Andrea Blasecki of Team Varna at the start of her run. Blasecki improved on her world record by posting 64.74 mph through the time trap aboard “Mephisto.”

years, and achieved it in 2000 when pilot Sam Whittingham hit 72.74 mph.

In the recent race, Georgiev and Whittingham

again proved that experience and design make all the difference, as they improved on their world record on the last day of racing and zipped through the timed section at 81.00 mph—a whisker away from the decimach prize.

Earlier in the week, Team Varna set a record for women, as Andrea Blasecki also improved on her world mark by



WELL DONE—George Georgiev, designer and builder for Team Varna, congratulates Blasecki on a great run.

posting a 64.74 mph run.

Andy Jaques-Maynes and Lance Doherty of team “Bearacuda” set a record for a tandem racer:

Continued on next page

Tandem Bike Sets Mark at HPV Speed Challenge

Continued from previous page

68.05 mph.

With a five-mile run-up to the 200 meter time trap, streamliners sporting monstrous drive gears whip up speed previously unknown to their riders. Even with tons of cycling experience, Rob English of Britain, piloting the race's smallest bike, "Mango," did not know what to expect on his first run.

"I've never gone all out in a sprint," English said. "If I don't like the way it handles, I'll brake." The racer said the fastest he'd gone on the bike was 52 mph.

Not to worry, the Brit was "spinning out" halfway down the approach, with the bike topping out in high gear. He hit 67.37 mph through the time trap, and became, he said,



GROUND--A wobbly start and crash after launch are not all that rare in the world of human powered vehicle racing. "Fast Freddy" Markham is helped out of the Double Gold tandem bike.



READY FOR ATTEMPT--Ellen Van Vugt of Holland is ready to make a run at the record for fastest human powered vehicle. Although a champ at banked oval track racing, Van Vugt failed to place on Nevada's long and flat speedway.

"the fastest Brit on two wheels, and the fastest vegetarian ever."

Different designs are used by those striving for top speeds, including riders in tandem bikes pedaling back to back.

Refinements, new designs and new approaches will certainly be part of the scene at the 2003 human powered bike race. Battle Mountain will again be the host, and all indications are one of the last achievable records, the decimach, will fall.

NDOT will be doing its part, providing road closures and working with race organizers. The department is even postponing a chip sealing project that would make the road more tacky. No one wants to mess up a world class, tabletop flat, straight as an arrow bicycle speedway.

US 95 Widening Project Forges Ahead in Las Vegas

Temporary Bridge Installed at Valley View Boulevard



There is considerable progress to report less than three months after the Aug. 12 groundbreaking marking the beginning of a massive highway construction project to widen US 95 to 10 lanes. The old bridge at Valley View Boulevard in Las Vegas has been demolished and a temporary span installed.

crane that will swing sections of the bridge into place. The large photo shows the temporary bridge carrying vehicles.

The upper left photo of a temporary bridge section was taken in mid-September. It frames workers who are preparing the foundation for the bridge. The upper right photo is of a massive



A Sculpture in Concrete and Steel Hoover Bridge Project Promises to be 21st Century Engineering Marvel



The governors of Nevada and Arizona met at Hoover Dam on Oct. 21 to give the public a preview of a dramatic new span that will vastly improve traffic flow and eliminate the twin bottlenecks of the Hoover Dam roadway and the detour through Laughlin for big rigs.

Although the span will not be completed and open to the public until 2007, the groundbreaking event marked the beginning of actual work on the project. Electrical transmission towers are being relocated from what will be the site of the bridge.

Calling the span an engineering marvel, NDOT Director Tom Stephens said, "You're going to see a spectacular project. While this is being built, it will be the best-known construction project in the United States."

Everything about the project is on a grand scale, from the dramatic perch above the Colorado River, to its proximity to the Hoover Dam, to its

distinction as what will be the country's largest concrete arch.

Although the attacks of 9/11 brought the potential vulnerability of Hoover Dam into focus, NDOT had made the construction of a bridge to bypass the dam a priority some years ago. It had been designated as one of six "super projects" throughout the state because of existing traffic congestion and safety problems.

NDOT engineers recognized the need for a four-lane bridge to be built because the existing crossing of US 93 over Hoover Dam is a narrow, winding two-lane road with numerous problems.

The Nevada and Arizona Departments of Transportation and the Federal Highway Administration have been addressing the problem for years. The milestone Record of Decision for the Environmental Impact Statement was signed on March 21, 2001.

*ELEGANT SPAN:
be a reality by 20*

After clearing a number of requirements, including reviews for compliance on the Protection of Historic Properties and the National Historic Preservation Act, on July 12, 2001, FHWA awarded a contract to HDR Engineering, Inc. to

completed in September. Three northbound and three southbound vehicle turnouts are now in place to allow slow moving motorists to pull over. South of Searchlight, four new passing lanes have been installed, each two miles long, and an existing



—This photo illustration depicts a completed Hoover Dam Bypass looking back from the approach to Hoover Dam from the Nevada side. Scheduled to 07, the advantages of both concrete and steel are used in a manner that is complimentary to what is known as the composite deck arch design.

provided design and construction support services for the Hoover Bypass Project.

Construction of the Arizona highway approach is scheduled to begin in January.

In the meantime, Nevada DOT is working on an improvement to the detour truckers take on US 95: a four-lane highway from Railroad Pass to the border with California.

“A new, divided highway will not only make this route safer, but there will be more opportunities to pass slower moving vehicles,” NDOT Director Tom Stephens said. “Diversion of heavy truck traffic has really changed the character of this road.”

Traffic flow on US 95 has been improved by temporary vehicle turnouts and passing lanes

passing lane northbound into Searchlight has been extended.

Construction of the new roadway includes an upgrade of the existing two-lane road with a new overlay, as well as widened shoulders and medians.



NDOT Has “Neighborly” Approach to Relocation



KEEPING UP—Despite being acquired by NDOT, it's hard to tell a row of homes on Lowden Lane in Las Vegas is vacant. The department maintains yards and has patrols around the clock to keep out vandals.

Appraisals and acquisitions of approximately 79 single-family residences are proceeding along US 95 between Rancho and Twin Lakes in Las Vegas with all but seven homeowners having accepted NDOT's offer to acquire their property.

The department uses the services of Universal Field Services and Acquisition Services as consultants responsible for acquisition and relocation. The firm is responsible for meeting the relocation needs of those affected by the freeway expansion.

“We understand relocation can be difficult, and we are sensitive to those who remain in the neighborhoods after others have left,” NDOT Director Tom Stephens said. “The department is keeping up the properties of those who have moved with yard maintenance and security, and future sound walls should reduce freeway impacts for the entire neighborhood.”

Good neighbors.

How you treat your neighbors is a good indicator of what kind of person or company you are. NDOT tries to be a good neighbor when it has to take a row of houses on one side of a street for freeway expansion.

While owners are being relocated, NDOT preserves the neighborhood for those remaining by making sure vacant homes have lawns watered and mowed. Litter is picked up and the department hires a security firm to patrol 24 hours a day to make sure the vacant properties do not become the target of vandals.

Examples of NDOT's efforts to relocate a school, park and individual homeowner are explained in this section.

Anxious Moments Turn to Relief for Las Vegas Homeowner

Displacement did not mean despair for Robin Pullen when NDOT notified her in February of last year it needed to acquire her home for US 95 widening in Las Vegas. But it did cause a few anxious moments for the owner of a home on Eldorado Canyon Street.

“I didn’t know where to turn,” Pullen said. “I called (former NDOT right of way agent) LoAnn Weight and she took me through the process step by step. I told her I had a cat, dog, rabbits and a pool table, and I didn’t think I could find another place that would fit everything.”

But by working with the contractor hired by NDOT to facilitate relocations, Universal Field Services, and a real estate agent, Pullen was able to quickly find a home that suited her needs. In fact, she calls it, “the nicest house I’ve ever lived in. My old home was built in the 1960s and this was built in 1989, so it’s a lot more modern.”

After finding the home she wanted to buy, Pullen asked that NDOT make her home one of the first to be acquired. NDOT agreed to her request, and she was in her new home on July 24, just six months from the time the department’s letter arrived notifying her of its intention to acquire her property.

Pullen had a large amount of equity in her former home, and that facilitated a move to a more expensive house. NDOT paid for her moving costs and the connections for all utilities.

The career Stardust Casino employee has already improved her new place and added to her pet collection with a pond, goldfish and turtles.

Pullen’s advice for those whose home will be acquired by NDOT? “After you’re done crying, you’ll find out that everything will work out fine.”



THUMBS UP—Robin Pullen has decorated her home for the holidays and celebrated her first Christmas since being relocated. Pullen is pleased with the responsiveness of NDOT and its employees and contractors in assisting her relocation.

Before and After



Bungalow style architecture gave way to a modern school facility as the old O.K. Adcock Elementary School was replaced as part of a US 95 widening project in Las Vegas. NDOT Right of Way Agent Pat Springer and assistant chief R/W Agent Steven Henson were involved in construction of the new school, which features a colorful entry and palm trees already in place.



Federal Highway Funds Build Las Vegas School

The federal requirement for replacing government facilities instead of just paying compensation led to a positive solution when a Las Vegas park and elementary school had to be acquired for the expansion of US 95. The program recognizes that paying for a new facility may not be enough. If there is a scarcity of land, there may be no suitable place for relocation. The “functional replacement” requirement assures local governments that new buildings will be constructed.

One example of the program is the O.K. Adcock Elementary School that will be torn down in March. It will be no loss because a brand-new version of the school has already been built, complete with computer lines, new playground equipment, and a carpeted stage area in the new multi-purpose room. The school is the 1998 prototype model used throughout the school district.

Each room will have a television monitor for educational programs and messages from the principal. Landscaping, including grass, palm trees and bushes have been planted. A colorful courtyard has an area for some of the first students to set their handprints in concrete, marking the beginning for many more students to follow. The school opened

after Christmas break

Because of the way the property is situated, the new building was constructed on adjacent Las Vegas park property. After the old school is demolished, a new park will be created on that property.

Federal highway funds paid for the \$11.4 million cost of the building. The new Adcock Elementary can accommodate 700 students in 65,000 square feet. The old facility could handle 600 students in 43,331 square feet.

“Everyone’s excited about moving into the new school,” NDOT Right of Way Agent III Pat Springer said. “The administrative offices are all crammed together in the old school, but the new school has a spacious reception area and adequate office space. It’s a definite improvement.”

Steven Henson, assistant chief right of way agent, said: “This was complicated. We had to work with the school district and the city of Las Vegas. But this was completed in two years, including nine months to build the new school. The school construction went quickly.”

NDOT is not through making improvements. Because the freeway will be closer to the park and school, sound walls will be constructed, and an existing bike path will be improved.

Brian Sandoval Becomes New Attorney General

Brian Sandoval becomes the newest member of the Nevada Transportation Board by virtue of being elected attorney general. Sandoval is a former two-term assemblyman who was appointed to the state gaming commission in April 1998, and became Nevada Gaming Commission Chairman in April 1999.

Sandoval has served on the Board of Directors for Nevada Hispanic Services, the Advisory Board for the Committee to Aid Abused Women, and the Reno Citizens' Police Academy, as well as the Tahoe Regional Planning Agency Governing Board.



Attorney General Leaves Transportation Board With Record of Accomplishment

Attorney General Frankie Sue Del Papa has retired after 12 years in office and the same term as a member of the Transportation Board of Directors. But don't expect her to behave in a retiring fashion, given her record of accomplishment serving the citizens of Nevada. Del Papa will leave the office with a legacy of achievement, advocacy, and very little left undone.

At the Attorney General's Office, her contributions include an invigorated Bureau of Consumer Protection, aggressive fraud investigation units, relentless pursuit of criminal justice, and activism on behalf domestic violence prevention and the security of Nevada's vulnerable youth and elderly—and these are just the highlights.

The crowning achievement of her record with the transportation board is the creation and fruition

of Nevada's "Landscape and Aesthetics Master Plan," which goes well beyond mere beautification of the state's highways. Far from a top-down, one-size-fits-all approach to improving the visual and environmental qualities of our highways, this plan incorporates project-specific, localized public consultation, regionalized, heritage-inspired motifs, and climate-appropriate flora. And the results will be good for tourism and economic development.

To get there, Del Papa had to do much more than assign tasks. Partners had to be persuaded to commit resources and communities given means to participate. The list is long, as was the process, but the end result was not so much a plan but a method for public/private cooperation, action, and accomplishment.

And that is her true legacy: making government work by connecting with stakeholders, getting them excited about an idea, and together making that idea a reality. Thanks for the fine example, Frankie Sue.

Freeway Service Patrol Rides to the Rescue of Reno Area Motorists



Similar Van Program Successful in Las Vegas

Reno area motorists whose cars break down in the I 80 and US 395 Spaghetti Bowl will be rescued by a new Freeway Service Patrol that will fix a flat, provide a couple of gallons of gas or jump start a car.

Operating during the prime morning and evening commute hours, the FSP will render aid without charge to the motorist. The three-year rebuilding project of the Spaghetti Bowl has reduced shoulders and narrowed lanes, so stalled cars can quickly clog a travel lane. To keep vehicles moving, two vans will never be more than a few minutes away. One van will patrol I 80 from Sparks to McCarran Boulevard in Reno, a distance of about six miles. The second van will travel north and south on I 580/ US 395 from Del Monte Lane to Parr Boulevard, a ten-mile trip.

The Freeway Service Patrol is not an experiment; it has proven its worth in cities around the country whose freeways are undergoing construction. Not the least of which is Las Vegas where the local FSP assists more than 31,000 motorists annually. Highway construction along US 95 and I 15 has also reduced shoulders.



INAUGURAL DAY—NDOT Director Tom Stephens explains the type of assistance the Freeway Service Patrol will provide on I 80 and US 395 through Reno. The press conference was held the morning of Dec. 2, the patrol started work that afternoon, and grateful motorists began phoning in compliments the following day.

“We hear from people all of the time who have been helped by the Freeway Service Patrol in Las Vegas,” NDOT Director Tom Stephens said. “They always have great things to say about the drivers and are just really appreciative of the assistance.”

Both patrols are subsidized by federal highway funds, and NDOT has contracted the service in Reno and Las Vegas to Samaritania Inc. of Massachusetts whose employees are ASC certified master auto technicians. No fees are charged and the drivers do not accept tips.

Because they will be first responders to a number of breakdowns and accidents, the three Reno area FSP employees--Bill George, Chris Yarrow and Clifton Mooney--are taking Emergency Medical Technician training at Truckee Meadows Community College.

However, the FSP is not designed to replace ambulances or tow trucks. The staff will provide

*RENAISSANCE MEN—
With mechanic and emergency
medical technician training,
Bill George, Chris Yarrow and
Clifton Mooney are good to
have around at the scene
of an accident or breakdown.
Two FSP vans will patrol
during morning and evening
commuting hours, and help for
motorists will only be a few
minutes away.*

immediate first aid as needed before the ambulance arrives, and try to get a car moving within a few minutes. But there will be times when a tow truck is necessary.

“The car will run or it won’t,” said Mooney. “If we can’t make it run we’ll call someone to tow it.” Mooney said the FSP’s goal is to have a situation resolved within 15 or 20 minutes.

“We want someone whose car breaks down to be safely off the freeway. We can push or tow a car to the side if they are on the roadway. Safety is the key word,” Mooney said. “The most common problem is a flat tire, and we can change one quickly and send the motorist on their way.”

The well-stocked vans have an amazing array of equipment to handle road emergencies, everything from gas, oil, diesel, water and coolant to jumper cables, jacks, flares and three types of fire extinguishers. They also have a compressor to inflate tires.

The FSP employees are well-trained to handle roadside problems, all have extensive experience as mechanics. Mooney worked in a muffler and tire shop and worked editing software at a diagnostic and repair company.

George is a diesel mechanic with 20 years of experience and has worked on a number of different kinds of cars, buses and trucks.

Yarrow has 10 years’ experience as a mechanic in repair shops and working on race cars.

The Reno area Freeway Service Patrol’s inauguration was auspicious. A press conference was held the morning of Dec. 2, and the patrols started that same afternoon. By the following



morning calls were already coming in from appreciative motorists.

The intangible rewards of being a freeway service employee were summed up by Director Stephens: “When you go home at night you’ll really feel good that you’ve helped people. On a light day, you’ll probably wish you’d been able to do more.”

Equipped to Serve

A partial list of what each Freeway Service Patrol van has on board to help motorists:

Emergency lighting:

Jump-starting capability with dedicated batteries front and rear

Vehicle relocation: ability to move disabled vehicles off roadway with front and rear tow hooks, straps, chains, push bar

Communications: CB, scanner, cell phone, Internet messaging, public address bull horns

Fuel, etc.: gasoline, diesel, antifreeze, compressed air
Auto supplies: parts, fluids, hoses, belts, ignition, electrical

Medical response: EMT trauma level medical kit, oxygen, ice packs

Fire extinguishers: water, chemical and CO2

Traffic control: safety cones, flares, flashlights, barrier tape

Animal control equipment

Maintenance Crew Members Become First Responders



A routine trip from Reno to Carson City became a life-and-death situation for NDOT employees Ron Millim and Mike Lampshire of Crew 270 in December. As they were southbound near Washoe Valley, they came upon what appeared to be an accident scene with several cars pulled over. A motorist came up to their truck and told the men that a woman was on the ground, not breathing and with no heartbeat.

An NHP trooper had arrived on the scene about the same time and had begun mouth-to-mouth resuscitation. The trooper asked the NDOT employees to relieve him on CPR so he could call the situation in to his dispatcher. Millim provided breaths while Lampshire provided chest compressions for at least 15 minutes until the EMTs arrived. The woman was defibrillated and EMTs were able to restore a radial pulse.

NDOT field employees take first responder training to learn CPR and how to deal with emergency situations such as shock, choking and bleeding.

A 24-year veteran of NDOT, Millim has been first on the scene at accidents before when there were minor injuries. "I've never had to administer CPR at an accident scene before," he said.



CPR TEAM—Mike Lampshire and Ron Millim of Crew 270 responded to the needs of a motorist who was not breathing and had no pulse. They performed CPR and an ambulance team was able to restore a pulse.



Vol. 44

No. 1

NEVADA STATE TRANSPORTATION BOARD

KENNY C. GUINN, *Governor*, CHAIRMAN

LORRAINE HUNT, *Lieutenant Governor*

BRIAN SANDOVAL, *Attorney General*

KATHY AUGUSTINE, *State Controller*

JIM THORNTON

TOM GUST

FATHER CAESAR CAVIGLIA

TOM STEPHENS, P.E., *Director*

STAFF

FRED HINNERS, *EDITOR*

RICH JOHNSTON, *PHOTOGRAPHY*

BARRON LAUDERBAUGH, *PUBLICATION DESIGN*

SCOTT MAGRUDER BOB MCKENZIE

STATE PRINTING OFFICE, *Printing Supervision*

NDOT News is published and distributed from the Public Information Office, NEVADA DOT Headquarters, 1263 South Stewart Street, Carson City, Nevada 89712. (775) 888-7000 or

www.nevadadot.com

Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

First-Class
U.S. Postage
PAID
Carson City, NV
Permit No. 15